

THE
NATIONAL GEOGRAPHIC
MAGAZINE

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The list of contributors to the NATIONAL GEOGRAPHIC MAGAZINE includes nearly every United States citizen whose name has become identified with Arctic exploration, the Bering Sea controversy, the Alaska and Venezuela boundary disputes, or the new commercial and political questions arising from the acquisition of the Philippines.

The following articles will appear in the Magazine within the next few months:

"Russia," by Professor Edwin A. Grosvener of Amherst College, Massachusetts.

"The Venezuelan Boundary," by Mr. Marcus Baker of the Venezuelan Commission.

"The Samoan Islands," by Mr. Edwin Morgan, Secretary of the Samoan Commission.

"British South Africa and the Transvaal," by Col. P. F. Hilder, Bureau of American Ethnology.

"The Characteristics of the Philippines," by Hon. Dean C. Worcester of the Philippine Commission.

"Expeditions on the Yungwe-Kiang River," by Mr. Wm. Barclay Parsons, C. E., surveyor of the railway route through the Yungwe-Kiang Valley.

"Palangasin," by Mr. J. R. Hatcher of Princeton University, who has passed the principal part of the last four years in the exploration of this little-known region.

The index for volume X, 1899, will accompany the February number.

THE
NATIONAL GEOGRAPHIC MAGAZINE

VOL. XI

JANUARY, 1900

No. 1

THE PHILIPPINE ISLANDS AND THEIR ENVIRONMENT*

By HON. JAMES BARNETT,

Late United States Minister to Siam

In accepting the invitation of the National Geographic Society, I am not unmindful of the honor conferred or of the responsibility resting upon me to tell the truth about a portion of the world which has such an important bearing now upon our national welfare. It will be my simple purpose to consider within the limits of time at our disposal the Philippine Islands as seen and known by me in times both of peace and war, including such description of their environment or of neighboring countries as will best indicate the commercial and strategic value of their location. This discussion will be no effort at oratory or rhetoric, but an honest endeavor to tell you what I learned with unprejudiced eyes.

The invitation to speak under the distinguished auspices of the National Geographic Society suggested that the treatment of the subject should particularly include the material and geographical features of the Philippines and their environment. It would not be wise, therefore, to enter upon any extended argument of the moral problems involved in our occupation of the islands, although they are important, except inasmuch as they are interwoven with our political status in the Pacific, which in turn is closely associated with commercial and geographical considerations.

During five years' residence in the far East, four of which it was my honor to be the United States minister to Siam, it was also my privilege to travel not only well over Siam, which today is making more progress than any other Asiatic land except Japan, but also, in

* A lecture delivered before the National Geographic Society, Washington, D. C., 1899.

greater or less degree, through China, Korea, Siberia, and Japan on the north and Burma, the Malay Peninsula, Cambodia, Java, Borneo, and the Philippines on the south, going first to the latter without any thought of their ever coming under the American flag.

An extended trip through the Philippines some years ago, in times of peace, and a protracted stay again later, in times of war and insurrection, from May, 1898, to April, 1899, will, I trust, enable me to bring forward a few facts that will be of interest.

IMPORTANCE OF LOCATION

First let us consider the location of the Philippines and of Manila. The great importance of this point is too often overlooked in the discussion of the islands, though nothing can have a more direct bearing on their practical value to the United States. We have often thought of the Philippines in a general way with reference to the far East, and we perhaps have read extensively about their resources, physical characteristics, and people, but we have not given sufficient attention to the remarkable position which they occupy in relation to other lands.

The map of trans-Pacific countries is a most fascinating study. What it reveals is a series of impressive facts. From Melbourne, in Australia, on the south, to Vladivostok, on the north, is a magnificent coast line which reaches away for eight or nine thousand miles, and upon which debouch over five hundred millions of people. Without consulting the map, we do not always remember how closely connected Australia is with the continent of Asia. This coast line, of which the Philippines are one of the chief outposts, is only broken here and there by very narrow straits, while everywhere it is indented with harbors and bays, upon which, especially in Asia, there are located great cities or commercial entrepôts. As we travel up and down from Australia to Japan we find that the Philippines are the very ideal center of all these lands that face the Pacific. The more one studies the far East the more is he impressed with the importance of this location with reference particularly to control of the commerce and politics of the future. Already the foreign trade of Asia, the East Indies, and Australasia amounts to the grand total of two billion dollars, of which the United States at the present time has a small proportion. That trade, although large in itself, is small in view of the total population of that part of the world, and is yet in the infancy of its development and possibilities. If it is two billion dollars now, it will surely go on within the near future to three or four bil-

lion dollars, of which America should eventually have the controlling share if she will hold the great advantage which she now possesses by the occupation of the Philippines, where she can have a distributing and receiving point to come in close contact with those millions of people and of commerce.

I contend that Manila occupies a position of immeasurable opportunity in comparison with the other great ports or cities of the Asian and Australian coast line. That you may obtain a concrete idea of what I mean, let me picture how Manila stands with reference to neighboring points. Let us draw a circle on a radius of two thousand miles, with Manila as the center. As we swing it around we find that this charmed circle takes in such distantly separated points as Yokohama, Vladivostok, and Tientsin on the north and Port Darwin, in Australia, and Batavia, in Java, on the south. It reaches east to include Guam and the Carolines and west to include Bangkok, in Siam, and Rangoon, in Burma. A similar circle drawn around any other port does not include so many important points. I would not imply that Manila will ever take the place of Hongkong, Shanghai, or Singapore, or even equal them in the race for commercial and political supremacy, because they already have a wonderful start; but there is abundant reason why Manila should become a great trade center to divide their business, and at least be the chief point through which America shall carry on her growing transactions with Asia's millions. It must be remembered that we have only recently entered this vast arena with any prospects of being the chief factor in trade. When we fully realize and improve our opportunities, then we should build up a great American city at Manila as the English have prosperous ports at Hongkong and Singapore, the Dutch at Batavia, and the French at Saigon.

Manila Bay opens on the South China Sea, which is teeming with the commerce of the Orient as the Great Lakes of America are busy with the trade of our interior. But more than that, there pass up and down through this sea, within hail as it were of Manila, the mighty fleet of ocean craft that crowd through the Suez Canal and pass Singapore to and from Europe and the far East. Formerly these vessels never thought of stopping at Manila or having regular connections. It was always Spain's policy to keep the Philippines in the background. They were enshrouded in mystery; and even at Hongkong, only 630 miles away, with her great trade of \$250,000,000 per annum, there was no just appreciation of the opportunities in the Philippines.

The growing fleet of merchant vessels that ply between China and Australia are finding that Manila is on their direct route and are already stopping, both coming and going. The time must soon come when the majority of the steamers that cross the Pacific from our own shores will make Manila their terminal point instead of Hongkong or provide themselves with the best of connections. Then there are unlimited possibilities for the development of coasting trade, with Manila as the base and Yokohama, Kobe, Port Arthur, Chifu, Shanghai, Amoy, Hongkong, Saigon, Bangkok, Singapore, Batavia, Port Darwin and Sydney as objective points.

FAST TRADING OPPORTUNITIES

Moreover, in all the attention that we have been giving in recent years to Japan and China, we have overlooked the mighty opportunities of southern Asia and of the rich East Indian Archipelago, which is torn into, as it were, open growing Australia. Every one knows what a great future awaits the latter country. Just north of it, and our neighbors to the Philippines, are such countries, undeveloped, but possessing splendid resources, as Papua or New Guinea, Borneo, and Sumatra, any one of which is larger than Texas and California combined, and yet containing a very small population. They may be intended by a wise Providence for the overflow that must come some day from the continent of Asia. Only fifteen hundred miles to the southwest of Manila, and just below Borneo, is Java, commonly called the Garden of the East, where the Dutch have worked wonders. A more peaceful and prosperous land, taken as a whole, cannot be found in the wide world. This island, of the same area as Luzon, and yet not so resourceful, supports a population of over twenty millions and has a foreign trade that amounts to \$200,000,000 per annum. How few people in America realize that Java is covered with a network of railways and has large, prosperous cities, whose harbors are frequented by the merchant vessels of all lands. Here we have a lesson as to the possibilities before us in the Philippines.

The occasional insurrections that occur in certain parts of Java and Sumatra are tolerated or allowed by the Dutch largely for the purpose of having a reason for maintaining an army and navy. It is a well-known fact in the Orient that Holland could end all possibilities of local wars there if the officers of her army and navy were so inclined.

Only 1,380 miles southwest from Manila is Singapore, Britain's proud gateway to the Orient, which has an annual commerce of

\$180,000,000. Just north of Singapore are the protected Malay states, which again prove to us what we can do in the Philippines with the natives when we once establish peace, order, and good government. The Filipinos are a branch of the Malay race and closely akin to the people living in the Malay Peninsula, as well as to those in Java.

A little farther to the north, at the head of the Gulf of Siam, is Bangkok, the prosperous capital of the progressive Kingdom of Siam. This is one of the unknown lands of the world, but yet one of the most interesting and resourceful. With a population of eight millions, it already has a foreign trade of \$25,000,000, which will soon grow to five times that amount. With a king who now ranks as one of the ablest statesmen of all Asia, and with material improvements and political reforms being made throughout his entire domain, Siam has a brilliant future before her.

Just across the South China Sea and east of Siam are the French possessions of Cambodia, Annam, and Tonkin, where even the French, who are not generally regarded as successful colonists, have established peace and prosperity among twenty millions of people and developed a foreign trade, despite their "closed door" methods, of \$50,000,000 per annum. Its capital, Saigon, is a beautiful city—a little Paris in the Orient.

CHINA'S GREAT FIELD

Having now noted the importance of the environment of the Philippines on the south and west, which means so much for the future prosperity of the islands, in the same way that the prosperity of any American city or state depends largely on the surrounding states and cities, their population and resources, let us now look to the north. The distance from the Philippine coast to China on the northwest is only six hundred miles. Formosa is barely more than four hundred miles away, and has to itself a great material future from which Japan hopes to reap a decided benefit.

Hongkong, which has always been the chief point of approach to the Philippines and is only six hundred and thirty miles from Manila, is a monument to British enterprise. Its annual trade exchange is now passing the \$250,000,000 mark. The day I left there to return to America I counted over 60 merchant vessels loading and unloading in her harbor. We stand now looking upon the great empire of China, which affords America the most tempting field of trade expansion yet undeveloped in the world. Here is a vast land of four

million square miles greater than all the United States, with a population commonly estimated at 350,000,000, or five times that of the United States, and which has only 250 miles of railways. This one point, to me, is a complete description in itself of her possibilities. It is difficult to imagine the extent of the material development that must follow the early construction of extensive trunk and branch lines of railway. There is crying need now for 25,000 miles of railroads, which means a safe investment, including what goes with such construction, of \$500,000,000.

To impress upon you further China's possibilities, let us look at what may be the limits of her trade when once she has a good government established and her interior is opened up. We will obtain our conclusions by comparison with Japan. Japan, which under ordinary conditions would not have a greater buying and selling capacity than China, has built up in twenty years a foreign trade from \$30,000,000 to \$240,000,000. The present population of Japan is forty millions, giving a trade of \$6 per capita. Now, let us apply that rate of \$6 to a most conservative estimate of China's population, two hundred and fifty million, and we have a possible annual trade of \$1,500,000,000. If you divide this in half for the imports, you have \$750,000,000. If you look over the list of Chinese imports, you will find that two-thirds of them can be supplied by the United States if she will enter into earnest competition with other countries. Already we have shown what we can do by developing in northern China within a few years an annual trade of \$10,000,000 in manufactured cotton goods, and in southern China of \$5,000,000 in flour. In both lines our sales were inconsiderable ten years ago.

If any one says that China has not a great buying and selling capacity when she is opened up, he must remember the experience of the Yangtze Valley. Some forty years ago one or two ships and \$500,000 represented the trade of that mighty stream. Today you can go up the Yangtze 600 miles, from Shanghai to Hankow, in finer steamers than those plying between New York and Albany, and the annual trade of the river is estimated at nearly \$75,000,000. From this you can conceive what must come when the vast interior sections of China are covered with railways, and the same development follows that has characterized the Yangtze River. It is not discouraging that Chinese trade is now only \$250,000,000 a year, or \$1 per head. It rather shows what great opportunities remain yet to be

developed by the United States and other lands. That same argument might have been advanced against Japan twenty years ago.

In the limits of time at my disposal I cannot discuss Japan specifically beyond saying that there never was a time in the history of our relations when we were closer to that country in commerce and trade than now. Korea is just opening to us, and is providing fields of exploitation which we must not neglect. In Russian territory to the north there are also opportunities which we must fully realize in considering the value of Oriental trade. Already we are doing much there which is encouraging for the future.

Before closing my references to China I cannot refrain from emphasizing the importance of our government's efforts to maintain the "open door" of trade and preserve the integrity of the Chinese Empire. The "open door" simply means that we shall have the same rights of commerce throughout all China as are possessed by any other country and as guaranteed by the treaties. We have everything to lose and nothing to gain by the division of the Chinese Empire. Now, we can look forward to controlling the larger portion of her trade in successful competition with other nations; but if China is divided or the door is closed, whatever country has the predominant influence in a certain portion of China will establish such regulations, directly or indirectly, as will prevent our exports from competing successfully with its own.

MATERIAL VALUE OF PHILIPPINES

Now, what shall we say of the Philippines themselves in their material aspects? We have already shown their geographical, strategic, and commercial relations to the rest of the Orient. Under depressing Spanish influences there was developed in the Philippines an annual trade of \$41,000,000. Under American control and with American enterprise and capital this surely must be enlarged within the next ten years to \$150,000,000. If the British, Dutch, French, and other nationalities have been successful in accomplishing the results already shown in dependencies less resourceful than the Philippines, it is a confession of weakness if we cannot outstrip them in this work. The Philippines are blessed with an unusual number of great staple products, of whose possibilities I took careful note as I traveled through the islands. Chief among these are hemp, tobacco, sugar, copra or the dried meat of the coconut, and rice. The raising of and the trade in these staples have been developed to their present

states with practically the same methods and conditions as existed many years ago. New methods and additional capital will quadruple the output and bring so much more wealth to the country. The lesser products of the country include coffee, cotton, coconut, vanilla, pepper and other spices, indigo, and a great variety of fruits characteristic of the tropics. There are sections where Indian corn thrives, while strawberries and blackberries have been grown with success in the northern plateau. There are, of course, many other products of the soil, but here I am only calling attention to the principal ones which attracted my eye in passing. The tobacco is grown in the northern section of Luzon, in the valley of the Cagayan River; rice in the provinces between Manila and Dagupan, in the center of Luzon, and hemp in the southeastern portion of Luzon. In the Visayan Islands, as well as in parts of Mindanao, sugar is the chief product, while the pearls that please the vain world come from the Sulu group. Thus it will be seen that the products of the islands are well distributed throughout their entire extent.

The wealth in minerals and metals is not fully known yet, but there are sufficient indications to enable us to conclude that their resources in these lines will be worth careful development. There are numerous outcroppings of coal and iron ore, with indications of copper, lead ore, tin, and platinum; also there are found sulphur, mercury, alabaster, Jasper, and marble. The more precious product of gold undoubtedly exists in paying quantities, while there are some favorable signs of silver.

On the extensive ranges of mountains in Luzon and in Mindoro and Mindanao are to be found forests of most valuable woods. The variety is surprising. It includes everything from soft palm and bamboo to ebony and ironwood. There is abundant material on the one hand for furniture and cabinets, and on the other for ship-building and heavy house construction.

LAND CONFORMATION AND AREA

As I traveled from Aparri, on the north end of Luzon, south through that island, thence through the Visayan group, down to Zamboanga, in Mindanao, I was impressed everywhere by the marvelous intermingling of well-watered, extensive valleys with broad, fertile plateaux and high forested mountains. The conformation of the land impresses the traveler as being suited not only for unlimited cultivation, but for the support of a great population. The number of rivers and lakes

lations and for the wisdom of their report. If the motives are

AGUIBALDO AND HIS WORK

Of Aguinaldo I can say that he is undoubtedly a man of high executive capacity. He has had a degree of personal magnetism, successful ruler of his people. He does not, however, impress one

He dresses well, remarks to those who recognize him, makes a favorable impression on those who meet him, but he does not inspire confidence among foreigners. Were temptation to personal power removed from him, I believe that he would be a greater influence for

independence, a receiver and executor. Having known him first at Hongkong before he returned to the Philippines, and later at Cavite, and at Malolos, I speak from extended acquaintance in which I was able to see carefully his character. Having been familiar with what passed between him and Admiral Dewey, and having discussed the matter repeatedly with other men, I can say with great interest and honesty that Admiral Dewey never criticized or spoken words gave Aguinaldo a sense of weakness or of dependence. He surprised me by treating him as a friend, by discussing even the independence of the Philippines. Aguinaldo, however, under a free administration saw the propriety to express upon his people the fact that he was supported by the American government, and so to make an officer who would have been difficult to secure. He is general and not a ruler of a province, but he is a ruler of a province. This act was not

imposed upon him by the people, but by the leaders who were not entirely sympathetic with Aguinaldo but in person he is not only a man of

When you declare that we are strong in independence, the government are not yet a government, but at the command of the government they must be a ruler, first, that Aguinaldo's government was established a model country for the use of others, that he organized a government and sent guerrillas to all parts of the islands from Aparri on the north to Zamboanga on the south, and he organized a government and sent guerrillas to all parts of the islands, and he organized a government and sent guerrillas to all parts of the islands.

THE 44th NOME GOLD DISTRICT

July 1st 1944

† *Journal of Strategic Management*, 2004, 28, 299–312

On arrival at St. Michael late in September 1890, at the onset of the field season's work, the Yukon country was found to be a treasure worth the cost. Still, it is not to be seen here and not to be outwaged before about October 1st when the X-100 left for the city's steamship *Yukon* bound for Seattle. The entire two or three weeks' waiting was not abatingly approved by regarding to some of the prospects of the mining such as the gold and copper in the Yukon and the time and the money and the cost would have been.

[illegible]

For the purpose of this study, the data were collected from a convenience sample of 100

The strongest part of the group at the entrance of Norton Sound. It is the southernmost part of a large peninsula, extending westward to within 20 miles between Kotzebue and Norton Sounds and being separated from the rest of the Arctic Ocean. Western and northern terminations of the Polar current in Cape Prince of Wales. The name was used in honor of the American explorer, who is the discoverer of this Arctic by Herwig means, observed traces of water.

The points are listed on the Nansen map (see also page 100) known on our 1948 Alaska maps as the name of Cape Nansen. To



about 1 1/2 miles. The distance from the shore of the bay to the shore of the bay is about 1 1/2 miles.

A long low north edge of the land, at the foot of one of the hills, the low country is low and rising with the hills. The land is very low and the water is very shallow. The water is very shallow and the land is very low. The water is very shallow and the land is very low. The water is very shallow and the land is very low.

Further northward, 20 or 30 miles from the shore, the land is low and the water is very shallow. The land is very low and the water is very shallow. The land is very low and the water is very shallow. The land is very low and the water is very shallow.

The nearest place for anchorage is a small bay, about 1/2 mile long and 1/4 mile wide. The water is very shallow and the land is very low. The water is very shallow and the land is very low. The water is very shallow and the land is very low. The water is very shallow and the land is very low.

The water is very shallow and the land is very low. The water is very shallow and the land is very low. The water is very shallow and the land is very low. The water is very shallow and the land is very low. The water is very shallow and the land is very low.

The mountains to be examined are composed of a series of hills and mountains, some of which are very high and some are very low. The mountains are very high and the hills are very low.

The mountains are very high and the hills are very low. The mountains are very high and the hills are very low. The mountains are very high and the hills are very low. The mountains are very high and the hills are very low. The mountains are very high and the hills are very low.

The mountains are very high and the hills are very low. The mountains are very high and the hills are very low. The mountains are very high and the hills are very low. The mountains are very high and the hills are very low.

The climate of Cape Nome is so hot and dry that most patients of mine during the summer, have been obliged to use the water supplied which extends from June 1st to October 1st. The climate here is as hot as hell. It was the hottest summer the only one thirty years ago but in of Nome several times later was a phlog fever and it is not seems likely we will not have occurred with a good + bad range water and it who use a water supply, which may be readily obtained with a little care and labor. Several companies were engaged and supplied and I have sent water to the rail fast engine. On the other side the engine is known to be a good one but for a return of good water for the engine and for the engine.

I am not prepared to do that up to the point of 400,000, and I am going for the present to do that as far as the 400,000 goes. I am not prepared to do that up to the point of 400,000, and I am going for the present to do that as far as the 400,000 goes.

The population of 12,000 students who took the examination in 1997 was a record for the 20 years since the exam was first set up. The new exam paper for the government is a re-organisation of the old paper into a new format and a new syllabus. A pilot of the new exam was carried out in 1996 in a limited area of the territory of Hong Kong. The new exam is a paper-based exam which is different from the old exam in many ways. Some of the changes are as follows and the spreading of the new exam is:

1. Explain the relationship between the following concepts:

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Figure 1. The effect of the concentration of the *Agrobacterium* strain on the transformation efficiency of *Agrobacterium* strain.

When the vessel was first put ashore on the beach, the natives were so much frightened that they took to their heels. Several of them, however, accompanied the boat as the latter went for Wooding, and at a distance of some four or five miles, as the natives say, of the population there was estimated at one hundred. These natives, and as the natives say, the first people who ever sailed





and the shores of the bay are not so high as the winter. They are very low. They are so much water that it is impossible for any one to cross them on winter travel.

A body of water runs along between the flats and the ocean reefs to a distance of four miles drawing from the sea to the west of the bay and to its place and going to the east only at low tide. By the receding tide a small area of about 200 square miles is exposed, the dry ground, and the surrounding forest is a most extensive of timber. The currents during the rising tide are extremely swift, as the ocean reef acts as a barrier to all the water rising over it, when it flows in with great velocity. The average temperature of the water during the months of June, July and August was found to be about 55° F. During the month of September it is 1° less, determined by freezing weather during the month. The vegetation is very marshy. On the flats are found flowers and many grasses on the small islands are aspen, berry bushes, and willow trees, which are the most valuable food for the Indians and the reindeer.

From the head of the delta river the river extends to the east and spreads out over the flat lands, flowing nearly straight in a westerly course with small currents. The numerous gentle channels vary in width from twenty feet. The river breaks through the mountain range about 20 miles from the coast, and is here flanked on the east side by Mount Klamath and on the west by Chief's Cove. In this country are the copper mines for which the Indians have been mining all these years. It is difficult to find the exact location.

The river, however, runs in a more direct line as the Algonkian Mountains being the most extensively traveled and the most direct of the river is a small stream about 15 miles and is very shallow. It is a small hole for a boat, with a current from five to fifteen feet, and a small boat can go through. This branch is a total stream. The average depth at low tide is only a few feet. The study of Mr. Klamath's party was a small lake, which of Algonkian at the upper end, the town was from 100 to 150 feet. The navigation of the branch is facilitated by the current, which is only a few days of the current is not, while at low tide it is not. This effect is felt as far as Algonkian.

On the Upper River there are two large channels, the one from the river to the lake. The fishing season begins in May and ends in July. During the time the river is very low, it is out of the lake.

station and a few more are in more direct air-line connection and the United States, the British Empire, the continent of Europe, we are united by two broaded highways in the south Pacific and perhaps of the rest of the globe.

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For the first time, the *Journal of Management Education* is publishing a special issue devoted to the topic of diversity. The special issue, titled "Diversity in the Workplace: Theoretical and Empirical Perspectives," is edited by Dr. David A. Auerbach, University of North Carolina at Charlotte, and Dr. David A. Auerbach, University of North Carolina at Charlotte. The special issue contains 10 articles that explore various aspects of diversity in the workplace, including the role of diversity in organizational performance, the impact of diversity on employee well-being, and the challenges of managing a diverse workforce. The special issue is a valuable resource for researchers and practitioners alike, providing a comprehensive overview of the current state of the field and highlighting areas for future research.

2025年 第14卷 第1期 总第25期 中国农村经济 14

המחיר הממוצע של המכשיר הוא 1,200 ש"ח, ויש לו מחיר מינימלי של 1,000 ש"ח. המחיר הממוצע של המכשיר הוא 1,200 ש"ח, ויש לו מחיר מינימלי של 1,000 ש"ח.

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We also consider the following problem: given a set of points in the plane, find a line that passes through the maximum number of points. This is a classic problem in computational geometry, and it can be solved in $O(n^2)$ time. The idea is to consider all pairs of points and the line passing through them. For each pair, we count the number of points that lie on this line. The maximum value of this count is the answer.

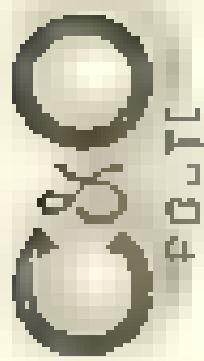
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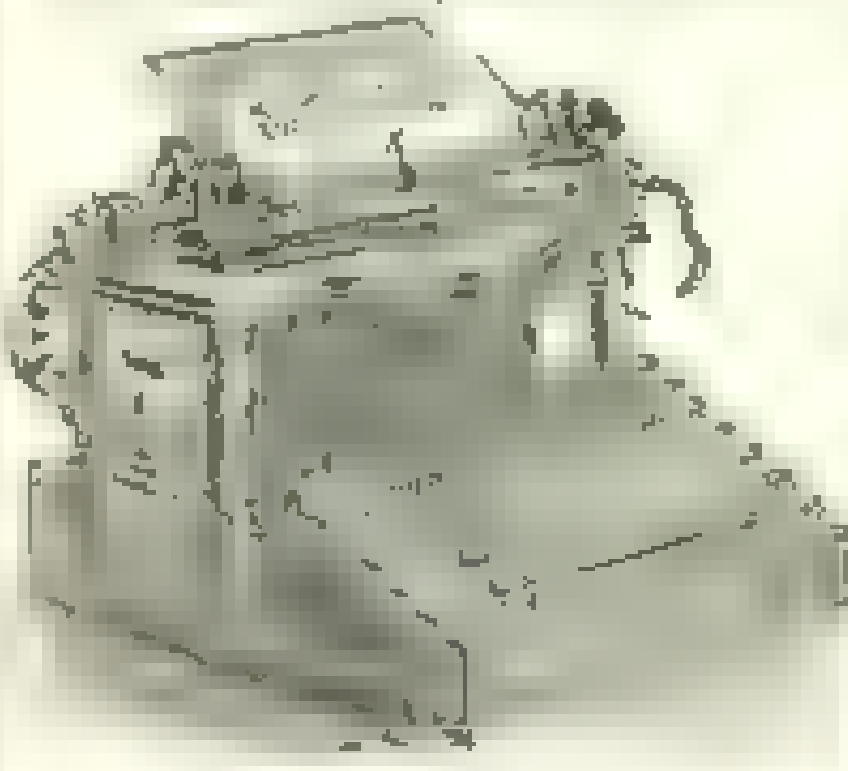
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